

archeological areas by transferring approximately 1,279 acres currently managed by the U.S. Forest Service to the Walnut Canyon National Monument managed by the Park Service.

During consideration at the Resources Committee, an en bloc amendment to H.R. 562 was adopted.

This amendment changed the map reference used in this legislation to include 53 acres of land owned by a private property owner adjacent to the current Monument boundary.

The landowner in question has asked that this land be included and has indicated his desire to work with the Park Service to bring about a land exchange.

The amendment also inserts an authorization for appropriations into the bill. I believe that this language provides an important safeguard for the private landowner should his efforts at exchange fail.

Mr. Speaker, my legislation enjoys the strong support of the Flagstaff City Council and the Coconino County Board of Supervisors.

Mr. Speaker, I understand the administration has no objection to this legislation.

Mr. Speaker, in closing, I would like to thank the chairman of the Resources Committee and the chairman and ranking member of the National Parks, Forests, and Lands Subcommittee for their assistance in moving this important bill.

I urge my colleagues to support H.R. 562.

Mr. Speaker, I reserve the balance of my time.

Mr. RICHARDSON. Mr. Speaker, I yield myself such time as I may consume.

(Mr. RICHARDSON asked and was given permission to revise and extend his remarks.)

Mr. RICHARDSON. Mr. Speaker, first to my colleague from Arizona, congratulations; I assume this is the first bill he has managed.

Mr. Speaker, H.R. 562, as introduced, would have modified the boundaries of the Walnut Canyon National Monument to provide for the inclusion of approximately 1,239 acres to be administratively transferred to the National Park Service from the Forest Service and the deletion of 54 acres which would be administratively transferred to the Forest Service from the National Park Service.

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The bill was subsequently amended by the Resources Committee to also include within the monument boundaries 53 acres of private property. Mr. Speaker, we support the bill, and, as I noted at committee markup, I find it ironic that when Representative Karan English introduced this legislation last year, it included a private property owner. Subsequently, that owner decided, that after supporting being in the bill, he no longer wanted to be included. Representative English asked that his property be deleted and the

committee and the House passed the bill in the 103d Congress without this property. That same private landowner now again wants his property included in the bill and the committee amendment accomplishes this.

My good friend, the gentleman from Arizona, assured me this is the last time we will deal with this issue. I supported this amendment in committee because the resource values of that private property would be an excellent addition to the monument. I just hope this landowner does not again change his mind.

With that being said, Mr. Speaker, I support H.R. 562, as amended, and recommend its approval by the House.

Mr. Speaker, I reserve the balance of my time.

Mr. HAYWORTH. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I certainly welcome the support of the gentleman from New Mexico [Mr. RICHARDSON], my good friend, and once again, as we did in committee, let me allay the fears of my good friend from New Mexico because the landowner now in question has decided that we are married, and we are going to stay married with this provision.

Mr. Speaker, I have no further requests for time. Therefore I yield back the balance of my time.

Mr. RICHARDSON. Mr. Speaker, I too, yield back the balance of my time.

The SPEAKER pro tempore (Mr. SHAYS). The question is on the motion offered by the gentleman from Arizona [Mr. HAYWORTH] that the House suspend the rules and pass the bill, H.R. 562, as amended.

The question was taken.

Mr. RICHARDSON. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 5, rule I, and the Chair's prior announcement, further proceedings on this motion will be postponed.

COMMERCIAL VEHICLES IN THE DELAWARE WATER GAP NATIONAL RECREATION AREA

Mr. HANSEN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 536) to extend indefinitely the authority of the Secretary of the Interior to collect a commercial operation fee in the Delaware Water Gap National Recreation Area, and for other purposes, as amended.

The Clerk read as follows:

H.R. 536

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. PROHIBITION OF COMMERCIAL VEHICLES.

(a) IN GENERAL.—Effective at noon on September 30, 2005, the use of Highway 209 within Delaware Water Gap National Recreation Area by commercial vehicles, when such use is not connected with the operation of the recreation area, is prohibited, except as provided in subsection (b).

(b) LOCAL BUSINESS USE PROTECTED.—Subsection (a) does not apply with respect to the use of commercial vehicles to serve businesses located within or in the vicinity of the recreation area, as determined by the Secretary.

(c) CONFORMING PROVISIONS.—(1) Paragraphs (1) through (3) of the third undesignated paragraph under the heading "ADMINISTRATIVE PROVISIONS" in chapter VII of title I of Public Law 98-63 (97 Stat. 329) are repealed, effective September 30, 2005.

(2) Prior to noon on September 30, 2005, the Secretary shall collect and utilize a commercial use fee from commercial vehicles in accordance with paragraphs (1) through (3) of such third undesignated paragraph. Such fee shall not exceed \$25 per trip.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Utah [Mr. HANSEN] will be recognized for 20 minutes, and the gentleman from New Mexico [Mr. RICHARDSON] will be recognized for 20 minutes.

The Chair recognizes the gentleman from Utah [Mr. HANSEN].

(Mr. HANSEN asked and was given permission to revise and extend his remarks.)

Mr. HANSEN. Mr. Speaker, I rise in support of H.R. 536, legislation to reinstate the commercial vehicle use fee at Delaware Water Gap National Recreation in Pennsylvania.

Mr. Speaker, this bill simply reinstates the authority of the Secretary of the Interior to collect a fee for nonlocal commercial vehicles which use Route 209 through Delaware Water Gap National Recreation Area. That authority, which expired in 1993, is important for the management of commercial vehicular traffic, as well as ensuring the safety of park visitors and local residents who use this road.

The bill provides for this unique authority to expire in 10 years, when alternative routes are expected to be available for this commercial traffic.

I commend the gentleman from Pennsylvania [Mr. MCDADE] for his work on this bill and urge all my colleagues to support it.

Mr. Speaker, I reserve the balance of my time.

Mr. RICHARDSON. Mr. Speaker, I yield myself such time as I may consume.

(Mr. RICHARDSON asked and was given permission to revise and extend his remarks.)

Mr. RICHARDSON. Mr. Speaker, H.R. 536, as introduced, was a significant departure from the legislation—Section 301 of H.R. 3252—which passed the House last Congress. The bill that passed the House last Congress provided for an end by the year 2000 of through commercial truck traffic on Route 209 within the Delaware Water Gap National Recreation Area. The bill, as introduced, would have extended that authority indefinitely. I believe it is in the public interest to end through truck traffic on Route 209 within the park. That's why I prefer the House language from last year. However, I recognize that the National Park Service in their testimony before

the Resources Committee asked for additional time, until the year 2005, to end through truck traffic. I supported the committee amendment that embodies this change with the understanding that this so-called temporary authority will be just that—temporary—and that through truck traffic on this segment of Route 209 will end in 2005.

Mr. Speaker, with that change to the bill, I support H.R. 536, as amended, and recommend its adoption by the House.

Mr. Speaker, I reserve the balance of my time.

Mr. McDADE. Mr. Speaker, I want to commend Chairman DON YOUNG and Subcommittee Chairman JIM HANSEN and BILL RICHARDSON for their cooperation and support in fashioning this legislation. Over the last two sessions of Congress there has been strong bipartisan support for this bill. During the 103d Congress, Subcommittee Chairman VENTO helped to facilitate House passage of a bill similar to H.R. 536, but the Senate was unable to act on that measure prior to the close of the session.

I introduced this measure so that Congress can extend the management policy which has helped to save lives, maintained the economic viability of regional businesses and enhanced the quality of life in Monroe and Pike Counties, Pennsylvania. The Office of Management and Budget and the National Park Service has advised me that there is no objection to the enactment of this bill. The fiscal impact of H.R. 536 would be negligible because the new fees authorized by this measure would offset the cost of collecting the fees.

The creation of the Delaware Water Gap National Recreation Area, in 1965, from an existing rural residential locality, with accompanying business community, presented many unique policy challenges to the Park Service. The test for the Park Service was how to manage the heavy truck traffic which was travelling through the center of the recreation area on Route 209, at a rate of 3,000 trucks a day, without adversely impacting local business needs.

Route 209 was a primary route for commercial truck traffic which was destined for points in New England. This heavy use of Route 209, which was incompatible with its original design as a small rural road, crated problems varying from accident related deaths, road and property damage, to the creation of unacceptable levels of noise and air pollution.

Clearly, the existence of a heavily travelled commercial route cutting through the recreation area was inconsistent with the purpose for which the park was created. For this reason, Route 209 was transferred to the Park Service from the Commonwealth of Pennsylvania so that a partial ban could be implemented on truck traffic not serving local businesses.

In July, 1983, Public Law 98-63 authorized the closure of Route 209 to commercial truck traffic except vehicles serving the park or regional businesses and established the existing fee schedule. The NPS implemented the law by setting up checkpoints and toll booths to collect fees from commercial traffic. The authority to collect fees was to expire in 10 years or when Interstate 287 was completed as an alternate route. This carefully crafted compromise effectively balanced the needs of the

local business community with the mission of the National Recreational Area.

The execution of this ban and the free collection policy have been highly successful in reducing highway deaths and injuries, air and noise pollution and property damage. This has been accomplished while protecting local business needs. To date, businesses along Route 209 or contiguous to the recreation area have been able to effectively co-exist with the park under this management policy. The Park Service, in conjunction with the Delaware Water Gap Citizens Advisory Committee, support the provisions in H.R. 536 and the extension of the fee collection authority.

As a management policy tool, the ban and fee collection schedule have been effective in achieving the goals for which they were designed 10 years ago. Even though the revenues which have been generated by the fee collection operation are decreasing over time, the process raises adequate monies to subsidize the collection operation. Historically, any profits from the commercial fees are additionally applied to the maintenance of Route 209.

Over time the collection process may have to be phased out due to dwindling revenues collected from the operation. It is anticipated that the Commonwealth of Pennsylvania will be able to improve State Route 2001, the major western north/south route paralleling Route 209, to an adequate level to accommodate the traffic from Route 209 if it must be closed to commercial traffic. The State envisions that it will take 10 years to upgrade State Route 2001. Therefore, I strongly recommend that, at this juncture, the Park minimally continue the current fee collection operation for another 10 years. For the immediate future, I believe that the collection of fees should be continued as an important management tool for the Park Service in order to allow local businesses to use Route 209 while raising revenues for its maintenance.

Mr. Speaker, I respectfully request the expeditious approval of this measure due to the July 30, 1993, expiration date of the current law.

Mr. HANSEN. Mr. Speaker, I yield back the balance of my time.

Mr. RICHARDSON. Mr. Speaker, I, too, yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Utah [Mr. HANSEN] that the House suspend the rules and pass the bill, H.R. 536, as amended.

The question was taken.

Mr. RICHARDSON. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 5, rule I, and the Chair's prior announcement, further proceedings on this motion will be postponed.

CHACOAN OUTLIERS PROTECTION ACT OF 1995

Mr. HANSEN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 517) to amend title V of Public Law 96-550, designating the Chaco Culture Archeological Protection Sites, and for other purposes.

H.R. 517

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Chacoan Outliers Protection Act of 1995".

SEC. 2. CONFORMING AMENDMENT.

Section 501(b) of Public Law 96-550 (16 U.S.C. 410ii(b)) is amended by striking "San Juan Basin;" and inserting in lieu thereof, "San Juan Basin and surrounding areas;"

SEC. 3. ADDITIONS TO CHACO CULTURE ARCHEOLOGICAL PROTECTION SITES.

Subsection 502(b) of Public Law 96-550 (16 U.S.C. 410ii-1(b)) is amended to read as follows:

"(b)(1) Thirty-nine outlying sites as generally depicted on a map entitled 'Chaco Culture Archeological Protection Sites', numbered 310/80,033-B and dated September 1991, are hereby designated as 'Chaco Culture Archeological Protection Sites'. The thirty-nine archeological protection sites totaling approximately 14,372 acres identified as follows:

Name:	Acres
Allentown	380
Andrews Ranch	950
Bee Burrow	480
Bisa'ani	131
Casa del Rio	40
Casamero	160
Chimney Rock	3,160
Coolidge	450
Dalton Pass	135
Dittert	480
Great Bend	26
Greenlee Ruin	60
Grey Hill Spring	23
Guadalupe	115
Halfway House	40
Haystack	565
Hogback	453
Indian Creek	100
Jaquez	66
Kin Nizhoni	726
Lake Valley	30
Manuelito-Atsee Nitsaa	60
Manuelito-Kin Hochoi	116
Morris 41	85
Muddy Water	1,090
Navajo Springs	260
Newcomb	50
Peach Springs	1,046
Pierre's Site	440
Raton Well	23
Salmon Ruin	5
San Mateo	61
Sanostee	1,565
Section 8	10
Skunk Springs/Crumbled House ..	533
Standing Rock	348
Toh-la-kai	10
Twin Angeles	40
Upper Kin Klizhin	60.

"(2) The map referred to in paragraph (1) shall be kept on file and available for public inspection in the appropriate offices of the National Park Service, the office of the State Director of the Bureau of Land Management located in Santa Fe, New Mexico, the office of the Area Director of the Bureau of Indian Affairs located in Window Rock, Arizona, and the offices of the Arizona and New Mexico State Historic Preservation Officers."

SEC. 4. ACQUISITIONS.

Section 504(c)(2) of Public Law 96-550 (16 U.S.C. 410ii-3(c)(2)) is amended to read as follows:

"(2) The Secretary shall seek to use a combination of land acquisition authority under this section and cooperative agreements (pursuant to section 505) to accomplish the purposes of archeological resource protection at those sites described in section 502(b) that remain in private ownership."